

ABSTRACT OF THE DISCLOSURE

A method of controlling the handling of vehicles having a controllable longitudinal clutch and/or a controllable main-axle lateral lock in the case of all-wheel systems and a controllable lateral lock in the case of vehicles with a single-axle drive. The input quantities are first detected and processed, and subsequently, a comparison takes place of the desired driving direction, which is defined by way of the steering angle (LW), and the actual moving direction (BR) of the vehicle. If the two values deviate from one another by a definable reference value (RW), the coupling between the front axle and the rear axle of the vehicle is increased for increasing the yaw damping, or, when a controllable main-axle lateral lock is present, the locking torque of the lateral lock is increased, or the two measures are initiated simultaneously.